

No. 794 Survey held at Greenock Date 6th January 1840 797
 on the New Ship "Hindustan" Master John Campbell Junr
 Tonnage 582 t. m. Built at Greenock When built 4th January 1840
 By whom built John Scott & Sons Owners John Scott & Sons
 Port belonging to Greenock Destined Voyage Chyde to Bombay
 If Surveyed Afloat or in Dry Dock On Shocks

Length aloft.....	Feet. <u>128</u> Inches. <u>5/7</u>	Extreme Breadth <u>Amidships</u>	Feet. <u>27</u> Inches. <u>7/10</u>	Depth of Hold	Feet. <u>21</u> Inches. <u>---</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches <u>14</u>	Inches Middle <u>14</u> Inches Ends <u>14</u>	Outside.	Inches.	Inside.
Floors..... sided	<u>13 1/2</u>	Moulded	Keel to Bilge	<u>4</u>	Foot Waling.....
1 st Foothooks.....	<u>12</u>	"	Bilge Planks	<u>5 1/2</u>	Bilge Planks
2 nd Ditto.....	<u>11</u>	"	Bilge to Wales	<u>5 1/2</u>	Ceiling in Flat
3 rd Ditto.....	<u>10</u>	"	Wales	<u>5 1/2</u>	Ditto Bilge to Clamp
Top Timbers	<u>9</u>	"	Topsides	<u>3 1/2</u>	Hold Beam Clamps
Deck Beams..... Number of <u>25</u>	<u>11 1/2</u>	"	Sheer Strakes	<u>4 1/2</u>	Deck Beam Ditto.....
Hold Beams..... Do. do. <u>18</u>	<u>13 1/2</u>	"	Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks
Keel	<u>13 1/2</u>	"	Water-ways	<u>4 1/2</u>	Hold Beam Shelves
Kelsons	<u>14 1/2</u>	"	Upper Deck	<u>3 1/2</u>	Deck Beam ditto

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches <u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling	Inches. <u>1 1/2</u>	Hold Beam.....	Inches. <u>1 1/2</u>
Scarphs of Keel..... N ^o . <u>18</u>	<u>1 1/2</u>	Butt End Bolts	<u>1 1/2</u>	Deck Beam	<u>1</u>
Floor Timber Bolts.....	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>1 1/2</u>	.....	.....
Kelson ditto.....	<u>1 1/2</u>	.....	.....	same in Iron above the Copper	<u>1 1/2</u>
Transoms and throats of Hooks	<u>1 1/2</u>	.....	.....	.....	.....
Arms of Hooks	<u>1</u>	.....	.....	.....	.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African oak and are free from all defects.

Her Floors and first Foothooks are composed of British oak Timber.
 Her other Foothooks and Top Timbers of British oak
 Her Shifts of the first and second Foothooks are not less than 4 ft 6 in to 4 ft 9 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good
 The Frame is all well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very well squared.
 The alternate Frames are all bolted together. to Gunwale
 The Butts of the Timbers are close together; their thickness not less than 1/2 of the entire moulding at that place.
 The Frame is well chocked with a Butt at each end of the chock. Cross chocked and full butty dowelled.
 The Main Kelson is composed of African oak and the False Kelson of African oak
 The Scarphs of the Kelsons are not less than 4 feet --- inches.
 The Deck and Hold Beams are composed of British & African oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Gubee Rock Elm
 From the first Foothook Heads to the Light Water Mark of American British & African oak
 From the Light Water Mark to the Wales of African British oak
 The Wales and Black-strakes are of African British oak
 The Topsides of African & British oak
 The Sheer-strakes of African & British oak Decks, and state of, Yellow Pine new
 The Gunwales of African oak Water-ways of White Pine
 The Shifts of the Planking are not less than 5 1/2 Feet --- Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of African oak The Planking is wrought three between. The Stringers of African oak
 The Bilge Planks of African oak and the remainder of the Ceiling of African British oak

Fastenings.—To Hold Beams Iron bolting three on chocks in square body, double bolting British oak knees in beam bodies with shims above beams, and 32 Diagonal Iron hanging knees, tails running well down.
 Deck Beams Double bolting British oak knees with shims, and 32 Diagonal hanging Iron knees, tails running down to Hold Beams. Stringers
 Number of Breasthooks one below main deck Pointers New British oak after and Crutches two brass riders etc.
 Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.
 Bilge and Footwaling Yellow Metal bolted through and clenched. footwaling Iron bolted into each timber.
 General Quality of Workmanship Very Good

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name John Scott & Sons
 Surveyor's Name John P. Thomson



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	27 1/2	Chain	1 1/2	3
2	Fore Top Sails,	40	Hempen Stream Cable.....	10	1
2	Fore Topmast Stay Sails,	45	Hawser	4	2
1	Main Sails,	75	Towlines	5	
2	Main Top Sails,	20	Stream Chain.	1 1/2	
	and will found in other Sails	45	Warp	4 1/2	
		All of <u>good</u> quality.			

Her Standing and Running Rigging is all new sufficient in size and good in quality.

She has no Long Boat and olly Boat & Gig

The present state of the Windlass is good with Capstan two good and Rudder good

How I Sawood's Patent Anchors

Your head Pumps good

General Remarks—Statement and Date of Repairs.

Said on in April 1839; Launched 4th January 1840; Surveyed at the three prescribed periods, and at other times specially while building. Frame all English and Welsh oak of good quality, and very well squared, joints of timbers good, third futtocks running up to Gunwale, built wholly in frame, all cross, checked, or full, Gulls dovetailed. Planking and Clanking of good quality, well wrought, and shifted. Keel between throughout number of Beams as described, well secured with wood fiddling knees, Horizontal Iron knees, with spinners, and diagonal handgrips Iron knees to each Beam in both keels, having an eye to each, under the Beams, taking a bolt in the timbers before, or abaft, the Beams, as well as one immediately under Beam ends;ails of knees to hold Beams down, 10 1/2 feet in length; Yellow Metal, bolts bolted through, and clenched on rings; Bilge bolts of Yellow Metal, into each timber, from the after part of foremast to the after part, of the after hatch, through and clenched on rings; Main bolts through each floor, and clenched on rings on main deck, of Yellow Metal; Two British oak pointers aft, and two pair of Iron Riggers there; the Wing and Rigger Transoms, diagonally Iron knee to the sides, securing well the stem frame to after body; - The Workmanship throughout very good, and her stores and furnishings very complete, and of the best description. - Special Survey fee £21. 5. 5. Paid

If Sheathed, Doubled, or Felted, Sheathed with Pine from Wales to about five feet down amidships

and Date when last done and Yellow Metallic to the Wale over Paper in January 1840

And no of opinion this Vessel should be Classed "A 1"

The Amount of the Fee.....£ 5 : 5 : - is received by me,

John G. Curwin

Committee Minute 25th Febry 1840

Character assigned A 1 per 12 May 1840



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